

SEVERAL KILLED, MILLIONS DAMAGE BROUGHT BY MUNITIONS EXPLOSION AT PIER IN JERSEY

Fire Starting on Lehigh Pier Early Sunday Morning Believed to Have Set Off Barge Load of Nitro-Cellulose—Thirteen Warehouses and 85 Cars Are Destroyed—Exploding Shells Rain on Ellis and Bedloe's Island.

New York, July 31.—A fire of unexpected origin on the munition pier of the Lehigh Valley Railroad in Jersey City early yesterday morning was followed by an explosion that rocked the metropolitan district for sixty miles around and did property damage estimated at \$20,000,000 to \$30,000,000.

Several persons were killed and many more injured. The number of deaths will not be known until the rain that was one of the most railroad terminals in the United States has been searched and cleared away. Whether or not the fire caused the explosion is a matter not yet determined. The blast started far out on the tip of Black Tom Island, where there were millions of shells.

No more spectacular fire has been witnessed in or about this city for many years. The explosion itself was terrific. The shock of it brought destruction across the broad waters of New York Bay to Manhattan and Brooklyn, littering the streets with broken glass and shrapnel, and changing the contents of business houses.

Shells Explode as Barges Drift. In Jersey City buildings of every sort were shaken to their foundations. The impact was felt far up the Hudson and down the New Jersey coast. The fire that sprang up in the freight terminal of the railroad could be seen for miles and brought men and women from distant places to witness it. For hours there was a continuous explosion of shells as barges loaded with munitions drifted from their moorings and went out into the bay.

The fire was discovered among freight cars at the end of Black Tom Island shortly after midnight. Among these cars were several loaded with three-inch shells. On one side of the open pier was moored a barge loaded with nitro-cellulose. It is supposed that an exploding shell from one of the munition cars pierced the barge and set off the great mass of high explosives.

The barge was blown to bits. There was much shrapnel. By this explosion most of the damage was done. The time was 2:03 a. m. It was followed by another of lesser intensity at 2:40 o'clock. That was when several cars loaded with explosives were struck by flying shells from others that had taken fire.

The fire spread from the cars at the end of the pier to the warehouses of the National Storage Co. Thirteen of these were utterly destroyed. There were no explosives in these warehouses, their contents consisting of several millions of dollars' worth of shrapnel and other munitions.

From the warehouses flames spread to ships and barges moored to piers on the south side of the long tongue of land that is known as Black Tom. The burning buildings lighted up the entire bay and the flames shot into the air. The first of the two explosions had wounded the entire city, and within an hour lower Manhattan held such crowds as it has seldom seen there. They came by every sort of vehicle in the belief that the end of the world was at hand. It was estimated that the damage to property there would reach \$25,000,000.

Shells Rain About Statue of Liberty. Out of the night came the boom of shells and shrapnel. Over on Bedloe's Island, where the Statue of Liberty lifts her light, the shells seemed to be falling down. Ellis Island seemed to be on fire. The flames were drifting that way. Governor's Island felt the shock, and when bits of steel penetrated the buildings there. Gen. Wood sent out members of his staff to cross the bay and offer aid to any who might need it.

Brooklyn was shaken from one end to the other. Windows crashed in and in many sections the excitement bordered on panic. Hundreds of police reserves were sent to quiet the people who came tumbling out of their homes in the belief that the end of the world was at hand. It was estimated that the damage to property there would reach \$25,000,000.

In Manhattan it was estimated that the damage to windows alone would total nearly \$100,000. Foundations and walls throughout the city were shaken as by an earthquake. Excitement prevailed in hospitals and prisons, and in the poorer neighborhoods thousands of men, women and children rushed to the streets in terror. Hundreds of them spent the rest of the night in parks rather than risk going back to their homes when it was not certain that other and worse shocks would come. Police reserves were hurried out to quiet the tumult. In the financial district 500 policemen from the police training camp patrolled the streets in their khaki uniforms.

All day yesterday thousands of sightseers came from neighboring cities and towns. Foundations and walls throughout the city were shaken as by an earthquake. Excitement prevailed in hospitals and prisons, and in the poorer neighborhoods thousands of men, women and children rushed to the streets in terror. Hundreds of them spent the rest of the night in parks rather than risk going back to their homes when it was not certain that other and worse shocks would come. Police reserves were hurried out to quiet the tumult. In the financial district 500 policemen from the police training camp patrolled the streets in their khaki uniforms.

In Jersey City the police kept the curious far back from the scene of the explosion. Occasional reports from exploding shells came from the smoking mass in the Lehigh Valley yards. Frank Hague, Commissioner of Public Safety in Jersey City, began an investigation immediately, and statements were made by railroad officials and others regarding the cause of the explosion.

Bedloe's Island a Towing Concern. After making an investigation into facts surrounding the explosion, the Lehigh Valley Railroad Co. issued a statement in which it declared that the fire had its inception on a barge belonging to an independent towing concern, which had been moored in violation of orders beside the railroad company's docks.

The name of the towing concern was not given. The statement in full follows: "Thirteen brick storage warehouses out of 24, owned and operated by the National Storage Co., and leased to the Lehigh Valley Railroad Co., were destroyed. Several others of the brick warehouses were badly damaged, and some minor damage was done to the Lehigh Valley grain elevator. In addition, as far as is known, 85 loaded cars were destroyed.

"According to the evidence obtained by officials of the railroad company, the fire started at 1:05 o'clock yesterday morning in a barge belonging to an independent towing concern, which had been moored alongside the railroad company's docks, expressly against orders.

"M. T. Henley, night general yardmaster for the New York division of the Lehigh Valley Railroad, was on the pier when the fire started. He says the explosion, which occurred at 2:03 o'clock, was on the barge where the fire started. Mr. Henley's first thought was to remove the loaded cars on the pier from the danger zone. He says that when he reached the end of the pier the barge was burning fiercely all over and the fire was beginning to communicate itself to some of the cars nearest the barge. Two long cuts of cars were successfully removed from the danger zone before the rapidly spreading fire engulfed the balance.

Loss on Sugar Estimated at \$3,400,000. "As yet it has not been definitely determined just what the money loss will be. Some 40,000 tons of raw sugar, valued at \$3,400,000, are known to have been lost, but it is believed that the other contents of the warehouses destroyed will greatly increase this amount.

"There were no explosives stored in the warehouses, and in only two of the cars destroyed. These were loaded with shrapnel, which would not have been a source of danger but for the outside fire. The other cars destroyed were loaded principally with salt and borax.

"The scene of the explosion and fire is in no way adjacent to the main passenger and freight terminals of the Lehigh Valley Railroad at either New York or Jersey City, and the mishap will not interfere in any way with the operation of business.

Thomas Kane, a watchman for the railroad, was on his way back to the office of the National Storage Company when he saw flames shooting up from the end of the open pier at the tip of the peninsula known as Black Tom.

The blaze appeared to him to be among cars standing on the north side of the pier, but he did not wait to investigate that detail. He knew that barges loaded with explosives were moored at the pier and that in the yard were cars loaded with the same dangerous material. He ran for a telephone and turned in an alarm.

Two fire engines and a hook and ladder truck from the Greenville section of Jersey City responded and the rear of the National Avenue Police Station was ordered out. Lieut. Cloutman in command. Then Kane called Fire Marshal John Julian of the Lehigh Valley Railroad.

Julian said that it was exactly 2:15 o'clock when he received a message from Kane saying that the "explosion" had taken place. He went to the end of Black Tom Island on the north side of the pier, where he got to the scene of the fire. Explosives were cracking among the cars out at the end of Black Tom.

The three fire companies already on the ground were trying to keep the fire from eating back into the yard, where hundreds of freight cars were standing, but their efforts were of little avail, the water pressure having failed. At the same time freight yard employees and men who had swarmed up from the communities of barges in the rear of the National Storage Co.'s warehouses were trying to haul out the cars to a safe distance.

Men Move Munition Cars. There was only one free track along which the cars could be moved, and the situation was further complicated by the fact that the dangerous cars, those with munitions aboard, were out at the end of the narrow yard leading to the piers. Julian said that everything that could be done to get the cars out of the danger zone was being done. There were twenty of them, he said, but not all on the same track. Three drill engines were at work on the side tracks and the main line that led back to safety.

It was figured by Julian and others who helped in the work that 300 cars they got nearly 200 away from the fire. This opened the way for the twelve munition cars. While the cars were being hauled back the explosion of shells continued, growing steadily in volume and intensity. The firemen were unable to get water on the fire. They were held back by the volleys of explosions.

THREE KNOWN DEAD IN GREAT EXPLOSION AT PIER IN JERSEY

TOSSON, ARTHUR, aged two and one-half months, No. 87 Central Avenue, Jersey City. Shocked to death in crib. UNIDENTIFIED MAN, about 22 years old, five feet 10 inches in height. Removed to New York morgue from Lehigh Valley pier near Communipaw. LEYDEN, CORNELIUS J., Arlington, N. J., chief of Lehigh Valley Railroad fire force.

into the water or far from the places where they stood.

All about them was the deafening crash of freight cars torn apart and falling in. The long line of wooden sheds adjacent to the warehouses had crumpled under the blow. Roofs were flung off or sent crashing down. Destruction lay upon everything in the yards, upon everything except the huge concrete grain elevator whose massive columns rose gray and unshaken through the unnatural light.

It was this explosion that caused the damage throughout the metropolitan district. The impact of it was felt far up the Hudson and down the New Jersey coast. Lower Manhattan and Jersey City got the brunt of it. It seemed as if the fusillade of shells was being poured from the sky, but here and there a wall wavered under the tremendous puff of air that was forced out in all directions.

Doors were caved in or bulged outward. Most people knew nothing about shells until the great crash came. Then they rushed into the streets or clambered up to rooftops. The sight that met their terror opened eyes was one not soon to be forgotten.

From the section of Jersey City lying along the ridge that is part of the Palisades, it seemed as if the whole of Brooklyn was boiling up in one gigantic flame. Women were screaming and men were shouting as they rushed from their homes half clad. Police patrol wagons and automobiles were ringing their bells as they dashed toward the blaze. Ambulances loaded with nurses charged their way through the crowds that were beginning to fill the streets. The walls of frightened children came from darkened homes as the mobs surged along. Overhead the light rolled upward.

There are two main avenues leading to Black Tom from Jersey City, one the direct route down Claremont avenue; the other Communipaw avenue, which leads to the yards of the Central Railroad of New Jersey. Down in the marshy meadows, seamed with the tracks of railroads, these two thoroughfares are connected by a paved road. Men and women were seen running along the tracks and along the tracks of the New York & Newark Railroad.

There is a network of tracks on the low flats between the harbor and the Bergen Hills. With the exception of the main line of the Central Railroad of New Jersey, these tracks were filled with thousands of freight cars belonging to the Lehigh Valley, the Central Railroad of New Jersey and the Baltimore & Ohio. As one approached the fire, hundreds of men and women who had climbed to the tops of these cars for a better view were silhouetted against the sky.

The view from these cars, a mile from the harbor, was strange. It was as if the fire were a giant, with its arms reaching out to the sky. The flames could be seen rolling over the huge warehouses of the National Storage Co. The one furthest to the east was already a glowing mound. Flames were rising 200 feet high in a mass from the main building. Now and then a well felt in and sent them higher. The outlines of the buildings could be distinguished. Toward the bay from the warehouses there were half a dozen fires. They looked like signal fires along the crest of a hill.

Shells Spout From Fires. Then from one after another of these separated fires came puffs of red flame. There would be a streak upward and then in the sky overhead a mushroom of dark red and yellow flame, then the boom that told of shells exploding. One after another the separate fires took on a different appearance. They were no longer fires, they were shells. They began to look like batteries of mortars throwing out gobs of flame. The roar of exploding shells was incessant, but without the regularity that makes a drum beat of artillery.

At 3 o'clock in the morning as war guards were being sent out to reach the front, one could see from the foot of Communipaw avenue the light of a burning barge that had drifted up the bay from Black Tom. She seemed to be directly back of Ellis Island. The fire burned about her steadily with every now and then a tremendous burst upward.

The crowds saw clouds of flame lift themselves out of the barge, illumine the whole sky for a second and then disappear. As men and women pressed forward there came to their ears the wailing "boom" of the flying shells. Sparks went into the darkness leaving long smoky streamers. Again they burst apart and showered like Roman candles. Sometimes as one gazed across the marshes it looked as if a locomotive with fire streaming from her smokestack was rushing along the shore.

Shells Fall About Onlookers. Those who went along the road connecting Communipaw and Claremont avenue, or approached Black Tom by way of Claremont avenue, came into full view of the whole panorama of flames. Reaching out into the bay from the north side of Black Tom in the form of a crescent is a long arm of land covered with rocks and the debris that the tides bear. On this arm of land were the moving picture men and many others.

Before their eyes, between Black Tom and Bedloe's Island, the bulk of a long barge was outlined. It was burning down and to one end, and out of shells came hurtling with increasing fury. They fell red hot upon the

long tongue of land. They splashed into the water of the inlet between Black Tom and the barren crescent of stone and debris. The burning warehouses sent forth clouds of black smoke and Black Tom was a peninsula of fire.

To the north of the big barge was another over which shredded flames were racing. It looked like a "grill". The wind, blowing steadily from the south, swept the barge up the bay and all but the ever mounting reflection of it was presently lost to view.

By this time the fire was eating its way well through the warehouses of the National Storage Co. The firemen in front of the buildings were powerless for lack of water pressure. Behind the buildings the four-masted schooner George E. Wolcott had caught fire and the flames were running through her rigging. Nearby was the steamer Tijuca Rio, in from Lisbon with a cargo of cork.

Moored around these ships and to the side of the warehouses were a hundred or more small barges and canal boats. The roofs of many of them had been ripped off. Men were already beginning to clear away the debris. Women and children had been taken far back from the fire and were huddled along the tracks, with bundles of belongings beside them.

Then a busy little company of tugs of the Lehigh Valley and Central Railroad of New Jersey, having finished several hours of dangerous work out at Black Tom's tip, nosed their way through the clutter of barges and made fast to them. The barges were hauled out into the bay and anchored. The four-master and the steamer listing badly, her sides blistered and her deck rail burned away.

Then came the fireboat Thomas Willett and heavy streams were soon playing over the last of the warehouses. These streams drenched the fire and saved the line of wooden sheds that had crumpled under the impact of the big explosion.

The sun rose blood red through the clouds of smoke, now turning pale blue and hovering close to the ground. Far up the bay the drifting scows burned fitfully. From that outward end of Black Tom, where so many had dared to go after the explosion, the singing of shells came less frequently. Now and then a sharp report warned back the wrecking crews.

Now and then a fireman was lost to view through the haze and came back with a three-inch shell or a time fuse for a souvenir. Most of the spectators were contented with shrapnel bullets which were to be found everywhere. Those who had been injured began to return, their faces and arms in bandages. Yard engines came puffing up and went back with trains of damaged cars. Reserves of police arrived and stretched their fire lines. Claremont avenue began to fill with people. Peanut vendors showed their wares under the trees. The fire was under control and everything was ready for the Sunday visitors.

There is considerable disagreement among those who were first on the ground as to just where the fire started. Kane, who first saw it, reported that it was on the explosive shells and Fire Marshal Julian said that he couldn't get anything more definite than that from the men who were there before the firemen arrived.

Members of the three fire companies who went out on the telephone alarm said that when they were first on the ground a number of cars were already on fire and the end of the pier was also burning. They couldn't tell which was the original blaze. It was supposed that one of the munition cars had caught fire and that the fire had spread to the barge moored at Pier 17 set off the explosives aboard. In the freight yard when the fire was at its height employees told inquirers that the barge was loaded with nitro-cellulose and that some of the cars also contained this explosive.

As the fire lighted up the bay and the rattle of small shells awakened the watermen a fleet of tugs made for Black Tom. These tugs pushed in among the barges and got many of them away to the south side of the long arm of land. Some of these barges were filled with explosives and were ready to be taken to Gravesend Bay, where these dangerous cargoes are put aboard the European munition ships. Many of them, like most of the cars in the yard, contained grain, flour, oil, cake, salt, lumber, borax and other merchandise.

In the hurry and general confusion of getting back from the blaze the freight cars that were in the "explosive pier," those in charge had little time to count their men. In addition to the freight conductors, brakemen and yard watchmen who were helping, many men had come from the yards of the National Storage company. Charles Cutler, captain of one of these barges, said he thought there were not more than 20 men in the immediate neighborhood when the cargo of nitro-cellulose exploded. Several of these men are accounted for; others are missing.

Clothing Blown Off Policemen. Among the latter is Cornelius Ley-

den, chief of the Lehigh Valley railroad police. He was observed at the end of the burning pier just before the blow-up came. No one saw him after that and it was assumed he had been killed. Patrolman James Doherty of the Ocean Avenue station was somewhere east of the warehouses when the big explosion came. When found he was nude except for what remained of the waist band of his undergarments.

While he was being carried to an ambulance the second explosion occurred. Hospital surgeons who attended him said they believed the shock of the second explosion had ruptured one of the big blood vessels of Doherty's heart. He was taken to the City Hospital, where it was said his chances of recovery were very slight.

William Stiffe, a barge captain, took his wife and two boys to a place of safety and then went back to help fight the fire and get the cars away. He said he was with the barge 4 and 5 when the first explosion came. He was knocked down and his left shoulder was badly wounded. He went back to where he had left his family and could not find them. One of his boys had gone among the barges arousing folks and was between two sections of the wooden sheds when the explosion knocked him down.

Two side walls fell in upon each other and the roof crashed over the boy. He was found pinned down by the legs, his head and body through a window. Calling loudly for help, he was rescued by policemen and by Stiffers. His legs were crushed. Stiffe later found his wife and other sons.

Two Other Policemen Hurt

Patrolman James Hamill was within 100 feet of the warehouse when the wooden shed crashed down. He said he did not know how long he lay on the ground. He was picked up by Lieut. Cloutman and the two started out to look for Doherty. They found a man who said he was Harry Steinberger and were helping him to his feet when the second explosion came. Hamill noticed then that his left foot had swollen so that the shoe lace had burst. He was sent home in the automobile of Chief of Police Monahan with Patrolman Alexander Knapp and Patrolman Knapp knocked off the warehouse platform.

Ambulances had come from the City Hospital, Christ's Hospital and St. Francis's Hospital. The surgeons and nurses attended many men who had been slightly injured and the nurses accomplished a great deal by rolling among the wreckage women and children on the barges and assuring them they were in no danger. They said that not a great many victims of the explosion needed hospital treatment, but throughout yesterday many persons appeared at the hospitals for treatment for minor wounds caused by falling glass.

The damage in Jersey City was great. Hardly a store along Newark avenue, the main business thoroughfare, escaped. Sidewalks were littered with broken glass. Central Avenue, Monticello Avenue, Jackson Avenue and Ocean Avenue, the main thoroughfares on the Heights, were pictures of ruin. The street cleaners were ordered out to clear the sidewalks of glass and shopkeepers and other business men spent many hours boarding up their show windows.

City Hall Badly Damaged

The City Hall in Jersey City was badly damaged. While the glass cupola over the assembly chamber remained intact, the plate glass, plaster and iron grill work forming a kind of inside skylight crashed down. The skylight and cupola over the rotunda of the Hall, which is of similar construction and adjoins the assembly rooms, was not injured. Half the ceiling in the First District Court room on the third floor fell and many windows in other parts of the building were broken.

The new Jersey City Post Office at Washington and Montgomery streets had every window on the Washington Street side broken, while not a pane in the building of the Union Trust Company directly across the street was even cracked. Practically every window in the Dickinson High school, one of the finest buildings in the city, was smashed. Many of the beautiful stained glass windows of St. Patrick's church were broken, while the windows of the convent directly across the street were left intact.

Gen. Wood Offers Aid

While the fire was at its height and those who watched it were warned that at any moment there might be another explosion members of the staff of Major General Leonard Wood, commanding the Department of the East, arrived in Jersey City with offers of assistance. Major Carl Hartmann, chief signal officer; Col. William E. Horton, quartermaster, and Col. T. Q. Donaldson, inspector general, left Governors' Island in Gen. Wood's launch, when they believed Bedloe's Island to be in danger. The women were taken to Governor's Island and quartered in the homes of the officers.

Then the launch made for Jersey City. Mayor M. Fagan was found and told that under General Wood's instructions assistance was being offered. Mayor Fagan referred the officers to Commissioner of Public Safety Hague and they went to the scene of the fire. There they met Chief of Police Monahan and informed him that the National Storage supplies were needed they would be furnished immediately. They were told that the situation seemed well in hand, but that if conditions should require it the Department of the East would be appealed to.

Gov. Fielder Comes to Town

County Judge George Tennant, who is head of the Jersey City Chapter of the American Red Cross, came in from his summer home at Spring Lake to offer aid. He said the shock of the explosion was distinctly felt at Spring Lake, which is sixty-five miles from Jersey City.

FUNERAL BOUQUETS AND DESIGNS. JOHN RECK & SON.

Former War Ad. One Cent a Word.

Arrests on Charge of Manslaughter Are Made—Lehigh Valley Agent on Pier, and Warehouse Superintendent Are Taken, While Police Search For Head of Lighterage Company—Violation of Laws on Storing Munitions is Alleged.

New York, July 31.—Upon complaint of James Connolly, inspector of combustibles in Jersey City, Judge Sullivan of the Hudson County court last night issued warrants for the arrest of three persons on charges of manslaughter in connection with the explosions of ammunition on the Black Tom Pier in Jersey City.

Theodore B. Johnson, president of the Johnson Lighterage Co., of No. 157 Battery Place, living at No. 156 Seventy-sixth street, Brooklyn.

Albert M. Dickman, agent of the Lehigh Valley, stationed on the Black Tom Pier living in Jersey City.

Alexander Davidson, superintendent of the warehouses of the National Storage Co., on the pier. He lives at No. 233 Stegman street, Jersey City.

Chief of Police Monahan immediately sent out Lieut. Collins, Green and Lieut. Davidson to arrest Johnson, Dickman and Davidson were arrested at their homes in Jersey City. At a late hour police headquarters in Jersey City had received no report from the men detained to find Johnson. It is expected that extradition proceedings will be necessary before he is brought to Jersey City.

A reporter who called at Johnson's home in Brooklyn last night was told that he was not in and would not be back until late, possibly not until today. The prosecutor of Hudson County will ask that all three men be held in \$5,000 each.

Warrants Based on Leyden's Death. The warrants charge Johnson, Dickman and Davidson with responsibility for the death of Cornelius Leyden, captain of the Lehigh Valley police, who was last seen on the pier a few moments before the first of the two great explosions. His body has not been recovered. The theory of the authorities is that he was buried under the wreckage of warehouses and rolled among the wreckage into the river. The police say that they do not expect any difficulty in establishing the corpus delicti to support the manslaughter charge.

Judge Sullivan signed the warrants at 10:45 o'clock in the city hall. The decision to cause the arrest of these men was reached at a conference of Jersey City officials in the office of Frank Hague, commissioner of public safety, in city hall, following a visit by all to the scene of the explosion, where they questioned many eyewitnesses and obtained the names of others. They also visited the Jersey City hospitals and obtained the stories of injured persons.

Commissioner Hague, who took the leading part in the conference, openly said that the blame for the explosion could be laid at the doors of three companies, the Lehigh Valley Railroad company, the Storage company and the Lighterage company. All three of them and their employees, he asserted, have openly disregarded not

only the laws of New Jersey and the city ordinances of Jersey City in regard to the storage and shipment of dangerous explosives, but have disobeyed the specific instructions of the Interstate Commerce Commission and an order of Judge Haight of the Federal Court.

The testimony obtained by the Jersey City officials shows that at the time of the explosion there were tied to the Black Tom pier four barges loaded with explosives and projectiles. The explosives, it is said, included not only dynamite but dinitite and nitro-cellulose, two of the most powerful explosives known.

Mr. Hague charges that these barges were ready to be towed immediately to steamers waiting to receive them in Gravesend Bay for shipment to the allies, and that they were in charge of tugs owned either by the Lehigh Valley or by the Johnson Lighterage Co. At least one of the barges he asserted, was the property of the Johnson company, and the chief of the tug that towed this barge is accused of the most flagrant violation of all.

Barge Broke Law, It is Asserted. According to the evidence collected yesterday, this barge, called Johnson No. 24, carried the material that caused the explosion that came at 2:03 a. m. The Jersey commissioner said, was high explosives and several cases of shrapnel.

"Our investigation shows," said Commissioner Hague, "that on Saturday 12 cars of the Central Railroad of New Jersey, loaded with 3,125 cases of ammunition and 3 explosive projectiles, were transferred to the Johnson No. 24 from the Central railroad's freight pier No. 7.

"The Johnson lighter was loaded up at 2:30 p. m., and, according to Federal regulations, should have gone immediately out into New York Bay or proceeded at once to its destination at Gravesend Bay, where the explosives were to be transferred to a steamer. Instead of doing that it went to the Lehigh Valley pier and tied up there, against the express orders of the Lehigh Valley officials.

The efforts of the commissioners to find the captain of the tug that took barge No. 24 resulted in failure. His name is M. Corbin, but little information was obtained about him, except that he had frequently towed cases of explosives to and from the Black Tom pier. His name is signed to the manifest of the Jersey Central railroad for the cargo he received Saturday afternoon.

The manifest gives the cargo as 3,125 cases of explosive projectiles, but the Jersey authorities believe that this was only a general term to cover not only projectiles but explosives.

There were 353 immigrants sleeping in the main building, 90 in the general hospital on No. 3 Island, and 49 in the contagious diseases hospital on No. 2 Island, which were nearest to the explosion and bore the brunt of the concussion.

For more than three hours shrapnel fell on the buildings on the island interspersed with three-inch shells, which dropped from the skies with tedious frequency in unexpected places.

In addition to the total of 482 immigrants in the different buildings there were 126 employees on duty during the night. Two of the nurses and two of the men received slight cuts on the face by falling glass, and two of the patients were cut on the face and hands, but no one on Ellis Island was seriously injured, Mr. Uhl said.

The only living thing that was hit by the thousands of shrapnel bullets which struck the different buildings was Toto, a little black kitten, known all over the island as Chief Clerk Sherman's office pet. After the excitement was over Toto was found with a bullet wound in one of his hind legs, and a surgeon dressed the injured member, much to the relief of the animal.

It is planned to run them to the railroad station around the Golden Hill street loop providing a service to Lordship Manor from the center of the city for a five cent fare.

Former Congressman Hugh D. Cole of Ohio, announced he had declined the tender of the chairmanship of the National Speakers' Bureau, by the Republican National Committee.

Four big double truck pay-as-you enter cars are here for the Lordship Co. and will be used in the trolley service from this city to Lordship Manor. It had been planned to have the cars here by Memorial Day, but the difficulty of the manufacturers in getting material prevented.

The cars have double vestibules with a little black kitten, known all over the island as Chief Clerk Sherman's office pet. After the excitement was over Toto was found with a bullet wound in one of his hind legs, and a surgeon dressed the injured member, much to the relief of the animal.

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The cars have double vestibules with a little black kitten, known all over the island as Chief Clerk Sherman's office pet. After the excitement was over Toto was found with a bullet wound in one of his hind legs, and a surgeon dressed the injured member, much to the relief of the animal.

It is planned to run them to the railroad station around the Golden Hill street loop providing a service to Lordship Manor from the center of the city for a five cent fare.

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